





# Stalls. **NORDDEUTSCHER LLOYD.** BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR"	About SATURDAY, 5th February.
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ EITEL FRIEDRICH"	WEDNESDAY, 9th February, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"LUTZOW"	About WEDNESDAY, 9th February.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	FRIDAY, 25th Feb., Daylight.
KODAT and SANDAKAN	"DORADO"	End of February.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD.**  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th January, 1910.

## **MESSAGERIES MARITIMES.**

### FRENCH MAIL LINES.

FORWORTHY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	"EREST SIMONS"	Girard	14th Feb., P.M.
MARSEILLE, VIA PORTS	"TOURANE"	Lancelotti	15th Feb., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"TONKIN"	Charbonnel	28th Feb., P.M.
MARSEILLE, VIA PORTS	"ARMAND BEHIC"	Guionnet	1st Mar., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £77.10. 30 hours' railway from Marseilles to London.

For further particulars, apply to

P. THOMAS,  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 1st February, 1910.

### Intimations.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'ARQUILLER STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

London	Glasgow	Shanghai
40, Bedford Row, W.	50, Bazaar Street	466, Nanking Road

## **VETARZO BRAIN AND NERVE FOOD.**

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is equally useful in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, disordered diet, excessive indulgence, or other influences incidental to the life of the modern man. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, insomnia, indigestion, and all the various symptoms of a weak and overtaxed system. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, insomnia, indigestion, and all the various symptoms of a weak and overtaxed system.

## **VETARZO BLOOD MEDICINE.**

Never before was there anything like it, nor can its marvellous properties ever be equaled. In all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising, no sooner is it imbued into the system than it permeates and penetrates the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form it exists, and restoring the blood to its normal state. It is a powerful tonic, and its effects are almost magical in the treatment of general debility, nervousness, insomnia, indigestion, and all the various symptoms of a weak and overtaxed system.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as imitations are often offered. Price in England, 2/6. Every genuine bottle of these medicines bears the British Government stamp with the words "VETARZO REMEDIES" impressed thereon, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Legal proceedings will be taken against persons selling imitations.

Agents for India—TREACHER AND CO. LTD., BOMBAY, SYDNEY, and TOON.

# Intimations. **THE YOKOHAMA DOCK CO., LTD.**

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length ..... 515 ft.	Docking Length ..... 376 ft.	Docking Length ..... 481 ft.
Width of Entrance . 80 "	Width of Entrance . 50 "	Width of Entrance . 63 "
Water on Blocks ..... 28 "	Water on Blocks . 26 "	Water on Blocks ..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels to or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

### JAPANESE MASSAGE.

Masseur MEIJI SHA,  
GRADUATE OF  
KOBE MESSAGE SCHOOL.  
ATTENDANCE AT  
PATIENTS' RESIDENCE.  
No. 171, WANCHAI ROAD,  
GROUND FLOOR.  
Hongkong, 10th January, 1910.

F. BLACKHEAD & Co.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.  
GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAUHN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT  
DAMLER'S PATENT MOTOR  
LAUNCHES,  
etc., etc.  
Sole Agents for  
FERGUSON'S SPECIAL ORNAM  
and  
P & O. SPECIAL LIQUOR SMOOTH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 10th January, 1910.

### To Let

TO LET.  
A HOUSE in Koutsford Terrace, Kowloon.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 19th January, 1910.

TO LET.  
No. 3, MORRISON HILL. Immediate entry.  
Apply—  
Messrs. JARDINE, MATHESON & Co., LTD.  
Hongkong, 9th December, 1909.

TO LET.  
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.  
No. 1 CLIFTON GARDENS, CONDUIT ROAD.  
A HOUSE in WONG-KEI-CHONG ROAD.  
A HOUSE in RIFON TERRACE.  
OFFICES in YORK BUILDING, GODOWNS IN PRAYA, EAST, BLUE BUILDING, and No. 162, DES VOEUX ROAD next to the Hongkong Hotel.  
FLATS in MORETON TERRACE, No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 30th November, 1909.

### To Let.

TO LET.  
GODOWNS in MASON'S LANE between Wyndham and Zealand Streets lately vacated by Messrs. Barretto and Co. suitable for Clockmaking show or storage.  
Apply to—  
DAVID SASSOON & Co., LD.  
Hongkong, 5th January, 1910.

TO LET.  
GODOWN No. 54, DUDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 10th January, 1910.

TO LET.  
IN No. 6, DES VOEUX ROAD CENTRAL, One Godown.  
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.  
ROOMS in College Chambers, No. 3, WYNDHAM STREET.  
FIRST FLOOR of No. 4, DES VOEUX ROAD recently vacated by Institution of Engineers and Shipbuilders.  
Apply to—  
DAVID SASSOON & Co., LD.  
Hongkong, 22nd January, 1910.

TO LET.  
OFFICES and ROOMS on the 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).  
Apply to—  
THE COMPTON DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central.  
Hongkong, 11th September, 1909.

TO LET FURNISHED.  
"TANTALLON" 1264, Barker Road. Rent \$225.00 per month. Seen by appointment only.  
Apply to—  
GODDARD & DOUGLAS.  
Hongkong, 8th December, 1909.

TO LET—FURNISHED.  
FROM 1st APRIL NEXT.  
No. 7, PEAK ROAD known as "Kurrab-jen" a SIX-ROOMED BUNGALOW with good servants' and coolies' Quarters and a Garden.  
Apply to—  
DAVID SASSOON & Co., LD.  
Hongkong, 12th January, 1910.

TO LET.  
KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., LD.  
Apply—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 3rd June, 1909.

TO LET.  
GODOWN, No. 4, PRAYA, Kennedy Town.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 22nd October, 1909.

### BULLION.

Messrs. Samuel Montagu & Co.'s Circular dated London, December 30, contains the following:—

Gold.—The greater part of the £1,000,000 in the market on Tuesday was bought for the Bank of England, the price being unchanged at 77s 9d p. oz. Std. A large withdrawal of sovereigns was made for Germany on the same day.

The following amounts were received by the Bank of England from abroad:—  
Dec. 23, £28,000 in bar gold.  
Dec. 24, 13,000 in sovereigns from Australia.  
Dec. 29, 20,000 in bar gold.

Withdrawals were made as under:—  
Dec. 23, 50,000 in sovereigns for the River Plate.  
14,000 in sovereigns for South America.

Dec. 28, 480,000 in sovereigns for the Continent.

The net efflux during the week is £483,000.  
Silver.—Although there have been but four working days this week, a fair amount of business was done, particularly on Tuesday and Wednesday, when large buying orders were received from both China and the Indian Bazaar, sufficient to absorb the accumulation of selling orders that had taken place during holiday.

We are informed that the Bombay offtake is increasingly satisfactory, as many as 180 bars being taken off the market daily. At this rate, and there seems to be every prospect of its continuing for some time to come, the stock will be comparatively small at the time of the next settlement. At the present moment there are only 9,000 bars available, the smallest stock since June 9. In London also, the stocks are quite moderate, which is evidenced by the fact that although money is dear and scarce over the end of the year, there is no premium on forward silver.

A shipment of £50,000 has been made from San Francisco to the Far East.

### OPIMUM DENS AT BREST.

OFFICERS IMPLICATED.

Although the preliminary inquiry concerning the opium dens in Brest has been concluded for some time, the Public Prosecutors department has not yet decided what further steps are to be taken, owing to a curious difficulty.

What is punishable by French law is the illegal possession of opium. At the outset the authorities intended to prosecute certain women in whose rooms opium and smoking utensils were found and seized. But it appears, says the "Daily Telegraph," that in the course of the domiciliary searches several officers of the navy and colonial infantry gave the police to understand that the rooms in which the opium and pipes were found were rented by them, and not by the women, who were the supposed tenants.

In conformity with French law these officers should also be sent before the tribunal, since, according to their own declarations, they were the real "possessors" of the opium. It is the decision of this delicate point which is causing all the delay in bringing the affair to an end.

### Intimations.

### FRENCH STORE.

### NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

### INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.  
THE NEW FRENCH REMEDY  
TRADE MARK.  
This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Joubert, Volp and others, combines all the desiderata to be sought in a medicine of this kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time often a few days only, removes all discharges, effectually suppurating fistulas, the use of which does not involve any harm by laying the foundation of structure and other serious diseases. Indigestion, piles, irritation of the lower bowels, etc., are the result of the use of this remedy.

THERAPION No. 2 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

THERAPION No. 3 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

THERAPION No. 4 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

THERAPION No. 5 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

THERAPION No. 6 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

THERAPION No. 7 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

THERAPION No. 8 is a remedy for the cure of all the various diseases of the blood, and of some of the more trying complaints of this kind. It will be found most efficacious in affording prompt relief in rheumatism, gout, erysipelas, and other diseases of the blood.

### Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"GARMARTHENSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd Feb., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 1st prox. No Claims will be admitted after Goods have left the Godown nor will they be recognized if presented after 10 days of the vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 16th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 3rd of February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 3rd of February, at 9.30 A.M.

All Claims must reach us before the 7th of February, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 17th January, 1910.

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 31st January, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co's Steamer

"JAVA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which time they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 1st February, 1910.

S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London at 22 Cordouan, and from Havre at 22 Cordouan, in connection with above Steamer are hereby informed that their Goods, Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remained unclaimed after the 8th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th February, 1910, or they will not be recognised.

All damaged packages will be examined on the 8th February, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 1st February, 1910.



## Intimations.

Powell's

Third Annual

CASH

CLEARANCE SALE

OF

Gentlemen's  
OUTFITTING

GOODS

COMPRISING:—

SHIRTS.

COLLARS.

TIES,

SOCKS,

HATS,

CAPS,

UNDERWEAR.

BOOTS,

SHOES,

WAISTCOATS.

Etc., Etc., Etc.

Now

Proceeding.

28, Queen's Road.

Hongkong, 19th January, 1910.

## Public Companies.

THE CHINA PROVIDENT LOAN AND  
MORTGAGE COMPANY, LIMITED.

THE THIRTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, 13th February, 1910, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and electing a Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 31st January, until SATURDAY, the 13th February, 1910, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 12th January, 1910. [125]

THE KOWLOON LAND AND BUILDING  
COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on MONDAY, the 7th February, 1910, at 11 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER OF SHARES of the Company will be CLOSED on THURSDAY, the 3rd February, 1910, MONDAY, the 7th February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.  
Agents for the Kowloon Land and Building Co., Ltd.  
Hongkong, 28th January, 1910. [139]

HONGKONG ROPE MANUFACTURING  
COMPANY, LIMITED.

THE 6TH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, St. George's Building, No. 6, Connaught Road, on SATURDAY, 13th February, 1910, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1909, and electing a Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on MONDAY, the 7th February, 1910, SATURDAY, the 13th February, 1910, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 1st February, 1910. [155]

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 13th day of February, 1910, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December, 1909.

The REGISTER OF SHARES of the Corporation will be CLOSED on MONDAY, the 7th February, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 29th January, 1910. [140]

## For Sale.

FOR SALE  
AT  
GRACE & CO.  
27, DES VUEX ROAD.

ASIATIC POSTAGE STAMPS

and  
VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single.  
Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.  
Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Ganger.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Book, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND  
CIGARETTES.

&c., &c., &c.  
Inspection invited.  
Hongkong, 12th January, 1910. [151]

## Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,  
Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [15]

## TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 19th January, 1910. [150]

## A GREAT CRICKET CAPTAIN.

THE RETIREMENT OF M. A. NOBLE.

Too announcement is made—that Montague A. Noble, one of the finest players Australia has ever produced, has retired from first-class cricket. The exact meaning of this sentence is not very clear. Other Australian cricketers have been announced as having retired from play of first-class order, only, however, to loom large in the public eye shortly afterwards.

It is some years ago that the announcement was made that Clem Hill had retired, and although he declined to accompany the team which visited and defeated England last summer, it was only a few days ago that Hill scored a double century for South Australia against New South Wales. Trumble, the greatest of Australian bowlers, was frequently reported as having retired long before he actually did, while similar announcements have been made about other colonial cricketers which have proved to be somewhat premature.

## A BIG LOSS.

Assuming, however, that the report with regard to Noble is correct, cricket lovers all the world over will have nothing but regret for the loss, from the field of play, of a very fine cricketer, and, perhaps, a still finer captain. Eyer sound as a batsman, a particularly clever medium-pace bowler, and a brilliant "field" at point, Noble added to all this the genius of being a great leader.

It would not be too much to say that the success of the Australians in the recent series of Test matches with England was largely brought about by the cleverness shown by Noble in captaining his side. He always seemed to be getting the most out of his men, and never appeared to give anything away to his opponents.

The task he was set when he came over at the head of the Australian combination last spring was generally acknowledged to be a very difficult one, for it was thought that the team he had under him was not nearly strong enough to defeat the best that England could place in the field. To an extent it was an experimental side, and Noble had to find out the true value of many of his colleagues on English wickets.

## NOBLE'S TRIUMPH.

That he was successful, in this endeavour, was to be found in the fact that the Australians twice defeated England, and so won the rubber. Australia's triumph last summer was undoubtedly one of Noble's greatest achievements in a long and splendid career.

Noble was born on January 23, 1871, and is thus in his thirty-seventh year, on early age, after all, to retire from the cricket field. His first visit to England was paid in 1899, and he worthily upheld the reputation which had accompanied him. Before he came to these shores Australian critics described him as the best all-round player in the Colonies. In the opening match of the tour Noble equaled a record established by Massie in 1882 by scoring a century in his first innings in England, and all through that summer he was one of the great mainstays of the Australian eleven.

His total of 1,608 runs for the tour was larger than that obtained by any of his colleagues, with the exception of Darling, who scored 1,941. Noble was third in the list at the conclusion of the tour with an average per innings of 37 and a highest innings of 156, made against Derbyshire. In bowling, too, Noble met with considerable success, for he secured eighty-two wickets at a cost of under 25 runs apiece.

His greatest triumph of his first tour in England was his success in the Manchester Test match. Noble then scored 60, not out, and 89, and actually withstood the English bowling for about eight hours and a half. Since then Noble has added greatly to his reputation as a brilliant cricketer, while he has established a reputation for being perhaps the greatest captain Australia has ever had.

P. AND O. LINER "NILE" IN  
COLLISION.

COMPELLED TO RETURN.

The P. and O. liner Nile was run into off Thames Haven at 8.30 on Christmas-eve by the Telegraph Construction and Maintenance Company's steamer Telconia. Both ships were damaged, but no one was injured.

The Nile sailed from the Royal Albert Docks at nine o'clock on Friday morning for Calcutta with full cargo and a good passenger list. Fog made her passage down the river slow, and when she reached Thames Haven the captain decided to anchor and wait for clearer weather.

The Telconia was bound from Valencia to Bow Creek for a periodical cleaning, and was coming cautiously up the river when the force of the tide drove her against the Nile's bows. The impact was so slight that many of the passengers, who were finishing dinner at the time did not know that it had happened.

An examination showed that, although no plates were broken, the Nile's bows were bent badly, and the captain decided to return for repairs. The starboard quarter of the Telconia was twisted seriously.

Both vessels waited until the fog lifted and then came up the river. The Nile anchored a little below Gravesend, and the Telconia went on to Bow Creek.

Some of the Nile's passengers will remain on board until they can be transferred to another ship for Calcutta. Others have gone home for a few days, and still others will stay at hotels at the company's expense. The cargo will be discharged, and it is estimated that the repairs to the ship will take about a fortnight.

The Leyland liner Cuban, bound for New Orleans from Liverpool, is being towed to Liverpool. The Cuban had been taken in tow for some distance by the tug company's line Bohemian, which transferred her to a tug west of the Fastnet, and then resumed her interrupted journey direct to New York. The Cuban had met with terrific seas which disabled her steam steering gear.

The British steamer Falcon, bound down river, was run ashore on Friday night off Broadness Lighthouse to prevent her sinking. She had been in collision with the starboard side. The Falcon had the bows packed and left on Saturday morning for Deptford under her own steam. Daily Express.

## A PERILOUS JOURNEY.

FROM THE NIGER TO THE NILE.

Dr. Karl Kumm landed at Dover last month on the conclusion of one of the most interesting and perilous journeys undertaken of late years in Africa. Dr. Kumm is the head of the Soudan United Mission, and accompanied by a number of missionaries, who were to be left at the various stations en route, Dr. Kumm started on his great journey in the autumn of 1908.

When, on the completion of his purely missionary work, Dr. Kumm found himself 900 miles in the heart of Africa, he determined to push on through little known and entirely unexplored regions, with the ultimate object of reaching the Nile. For a prolonged period the absence of news caused apprehension which was dispelled by the receipt in October of a brief telegram through Reuters announcing Dr. Kumm's safe arrival at Wau, in the Bahr of Ghazal.

For the three months previous to that date the experiences of the explorer, who, in addition to his own caravan, had to care for a number of Mecca pilgrims, who were with him, were appalling. Ploughing through swampy, deep, desolating, and his transport animals were so great that the beasts either died or had to be abandoned. Starvation, too, stared the travellers in the face, and Dr. Kumm, having distributed his personal food among his starving people, the expedition was ultimately reduced to living on leaves, and even on boiled leather.

With the arrival at Wau difficulties were by no means over, for afterwards there followed a prolonged advance through stretches of swamp where, blocked by sudd and tormented by mosquitoes, the explorer's experiences were far from pleasant. But the pluck and persistent optimism of the explorer eventually met with success, and he safely reached Khartoum.

The geographical results of this remarkable journey will be laid before the Royal Geographical Society at an early date.

## AS THE GUEST OF SENUSI.

In conversation with Reuters' representative, Dr. Kumm said: "My meeting with Senusi was very different from what I had been led to believe likely. Senusi is to-day doubtless the most powerful independent Central African chief, and is said to be inclined to Europeans. The French Government officials in the Sahara believed that an attempt to press through his country would at least arouse suspicion, and certainly meet with failure. With the exception of one French lieutenant I was the only European to cross his country."

"A while ago a French Government expedition had been cut up by him, and two French traders had been killed a few months previously. I was received with every show of perfect friendliness. We were in severe straits, for I had lost all my oxen and also my best horses. Senusi afforded me every assistance, provided me with an escort and carriers, and supplied me with food. He is a dangerous man, and possesses a very large number of modern rifles; probably several thousands."

"I had many interesting conversations with him, and found him to be intelligent and well-informed. His palace is strongly fortified and is situated at the head of a great and beautiful gorge in his capital town of Ndell. Some of his people are troglodytes, living in the surrounding caves. On account of his former misdeeds he is in constant terror of the French, more especially since the fall of Wadai, and I attribute his friendliness to me to his desire to secure a place of refuge in the Anglo-Egyptian Sudan in case he is forced by the French to leave his country."

## DEVASTATED THE WHOLE COUNTRY.

"Senusi has devastated the whole country round for about 200 miles, and one continually comes across ruined villages, the results of slave raiding. I remained for eight days with Senusi, camping near his palace on a little hill where the French lieutenant who was with me built a residency. Senusi has a great Court, his entourage including many old and travelled councillors—men of considerable intelligence."

"Every man in the country is armed, and it is curious to see the men bartering in the market-place, all armed. Senusi told me that he proposed to send two of his younger sons to the Gordon College at Khartoum. He views with alarm the strength of European Christian Powers, but expressed to me no special hostility against their advance in Africa."

## Intimations.

WANTED.

A JUNIOR EUROPEAN CLERK.

Apply—

"CLERK"

Care of "Daily Press" Office.

Hongkong, 31st January, 1910. [147]

## PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing, and toning effects of the choicest hops. Nearly Non-Alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

## ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN &amp; CO.,

Agents.

Hongkong, 13th December, 1909. [146]

Today's  
Advertisements.

HONGKONG JOCKEY CLUB.

RACE MEETING.

TUESDAY, WEDNESDAY, THURSDAY  
AND SATURDAY (OFF-DAY),  
15TH, 16TH, 17TH AND FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price 5s for the Meeting (excluding the Off-Day), or 5s per day. Tickets for the Off-Day, 5s.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 1st February, 1910. [151]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races, 15th, 16th, 17th and 18th inst. A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets on the 7th inst.

All Tickets must be produced to gain admission.  
Special accommodation will be reserved as in recent years for Chinese Ladies and their Female Attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 1st February, 1910. [153]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 1st February, 1910. [154]

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersigned on SATURDAY, 12th, and MONDAY, 14th inst.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 1st February, 1910. [155]

## NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the JOCKEY CLUB are those printed by Messrs. MORRIS & CO.  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 1st February, 1910. [157]

## WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Office, Victoria Barracks, until 12 noon on 21st February, 1910, for the undermentioned SUPPLIES and SERVICES for the period of 12 months commencing from 1st April, 1910:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick and Barrack Supplies.
5. Coal, Coke, Wood, &c.
6. Barrack Services and Scavenging.
7. Washing.
8. Forage.
9. Transport Services (Supply of Launches, Junk, Coolies, &c.).

Forms and other particulars can be obtained on application to this Office personally between the hours of 10 A.M. and 4 P.M., or by letter addressed to the Officer Commanding Army Service Corps.

The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless made out on the proper form and delivered at the Head Quarter Office by noon on the above date, in a closed envelope marked "Tender" on the outside.

The right to reject any or all tenders is reserved.

HEAD QUARTER OFFICE,

Victoria Barracks,

Hongkong.

Hongkong, 1st February, 1910. [158]

## KWONG FUNG YUEN,

HEAD OFFICE—No. 23, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

HAVE always on hand large stock of

American Fir, Douglas Fir, Oregon

Pine, Teak, Yacal, Hardwoods, Oregon Spar,

Chinese Spar, Chinese Pine of all descriptions.

Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 19th January, 1910. [157]

## YEE SING,

No. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND

RETAIL DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERED CHINESE

LINE GRASS CLOTH, FURTER

WARE, &amp;c.,

all of the best quality.

Hongkong, 17th December, 1909. [141]

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,  
the 3rd February, 1910, at 2.30 P.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,  
SUNDRY VALUABLE HOUSEHOLD  
FURNITURE.

Comprising—  
SILK TAPESTRY-COVERED DRAWING ROOMS SUITE, TEAKWOOD OVERMANTLES, BEVELLED GLASS BOOKCASES, TEAKWOOD SIDEBOARDS and DINNER WAGGONS with BEVELLED GLASS MARBLE TOP DRESSING TABLE and WASHSTAND with BEVELLED GLASS, HATSTAND, SINGLE BRASS REDSTEADTS with WIRE and RATTAN MATTRESSES, CARPETS, GLASS, CROCKERY and E.P. WARE, CANTON CARVED BLACKWOOD WARE, CRASS and IRON FENDERS, COOKING STOVE and UTENSILS.

Catalogue will be issued.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 20th January, 1910. [143]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
FRIDAY,  
the 4th February, 1910, at 11 A.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street.

A QUANTITY OF  
MISCELLANEOUS ARTICLES,  
Comprising—  
MUSICAL INSTRUMENTS, UMBRELLAS, PICTURES, DRAWING INSTRUMENTS, DRESSING CASES, ELECTRICAL INSTRUMENTS, RACE GLASSES, SEXTANTS, MASSAGE BATTERIES, HATS, WHITE SHIRTS, ENGLISH SILK TAPESTRY.

ALSO  
A quantity of ENGLISH JEWELRY part of consignment that arrived too late for Xmas Trade comprising—GOLD and SILVER WATCHES, DIAMOND RINGS, GOLD MOUNTED UMBRELLAS and STICKS, SCARF PINS, NECK CHAINS, FISH KNIVES and FORKS, ANTIQUE SILVER and FANCY GOODS, &c., &c.

AND  
A number of LOOSE DIAMONDS.  
Catalogue will be issued.  
TERMS—As Usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 31st January, 1910. [159]

## Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,

P. A. LAPICQUE &amp; Co.,

Agents.

MESSAGERIES MARITIMES,

P. THOMAS,

Agent.

Hongkong, 29th December, 1909. [876]

## Intimations.

THE  
CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,



## Intimation.



A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

## Watson's HYGIENOL,

AND

## BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

A. S. WATSON &amp; CO., LIMITED.

HONGKONG DISPENSARY

and

KOWLOON DISPENSARY.

Hongkong, 2nd February, 1910. [28]

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
Daily—\$88 per annum.  
Weekly—\$18 per annum.

Advertisements per quarter and per medium, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Postage subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

## BIRTH.

On January 26, 1910, at Ningpo, to Dr. and Mrs. John Jones, a son (John Goddard).

## MARRIAGES.

On January 7, 1910, at Walthamstow, George Walter Shipway, late of Chung-king, to Gertrude M. Prosser, of Walthamstow.

On Thursday, January 27, 1910, at Shanghai, Maurice Graeme Beck, to Gladys Darling Andrew.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 2, 1910

## MANCHURIAN ADMINISTRATION.

The resignation of General Oshima, Governor-General of Kwantung, is arousing much attention among the Japanese public, reports the *Japan Chronicle*, according to which the *Yiji* points out that the Japanese administration in Manchuria is divided. Foreign affairs and the police administration in the leased district of Kwantung are controlled by the Governor-General, educational and sanitary affairs in the district belonging to the South Manchurian Railway are taken charge of by the Manchurian Railway Company, while the Japanese settlements outside the leased district are directed by the Consul.

The functions of these various authorities are not properly defined, with the result that constant friction arises, and each strives to obtain the supremacy. General Oshima attempted to bring all the various departments under his control, but the Government disagreed with his proposal, and now he has not unnaturally sent in his resignation. Indeed, says our contemporary, it is rather surprising that he did not take his step earlier. The resignation of the Governor-General is due to the absence of sharp lines of distinction between the power vested in the three branches of administration, but it is due principally to the personal character of the Governor-General himself. Had General Oshima been possessed of the abilities and influence of General Kodama, continues the *Yiji*, it would have been easy for him to rule the Consuls and the South Manchurian Railway Company and to have everything his own way. In Manchuria, General Oshima is too good-natured a man to exercise such an authority, while Mr. Shirai, Director of Civil Administration Bureau in Kwantung, is incapable of following the example of General Kodama. The office of General Oshima is designated with the dignified name of Governor-General of Kwantung (Kwantō Tokoku), but the sphere of its operations is limited to the leased district and the Governor-General is confronted with the South Manchurian Railway Company, which has unlimited financial power on the one hand and on the other with Consuls vested with an extensive diplomatic power. General Oshima has thus been placed between two powerful authorities and it would have been difficult for him to gain the supremacy over them. In these circumstances he has had no recourse but to relinquish his office. In a leading article the *Yiji* urges that the Government accept the resignation of General Oshima and take advantage of the present opportunity to abolish the office of the Governor-General of Kwantung, thus removing the causes of the financial and diplomatic trouble. The *Yiji* also maintains that the demand of General Oshima to take over the control of all diplomatic affairs and the police in Manchuria and to establish a Central Bank is really intended to add to the importance of the office regardless of the practical circumstances and needs. If the demand of the Governor-General were granted, there would be no bounds to his further demands and the difficulties of administrative and financial for the Government would be increased, while undesirable diplomatic effects might be seen. The Government made a serious mistake in establishing the office of Governor-General in Kwantung for the purpose of controlling affairs in Manchuria, and in appointing a General as Governor-General. This action has awakened suspicion on the part of China and all other Powers as to the intentions of the Japanese Government and the credit of the Manchurian policy of Japan has suffered extensive injury. The suspicion aroused owing to this mistake on the part of the Government must be the principal motive which has actuated America to bring forward the present proposal to neutralise the railways in Manchuria. The Governor-General's demand, which would aggravate the misunderstanding on the part of the Powers should not be granted. If it were accompanied by practical benefits, the demand would be reasonable, despite the increased suspicion of the Powers. But there can be nothing beneficial in it. If, as is reported, General Oshima, when tendering his resignation, said that if his demand were not granted it would be better to abolish the post of Governor-General, then the General himself recognises the uselessness of maintaining the office which he has filled.

## LOCAL AND GENERAL.

H.M. steamer *Albatross* arrived from Shanghai yesterday afternoon.

The annual meeting of members of the China Association, Hongkong Branch, will be held at 4 p.m. on Monday, 7th inst., in the City Hall.

The Prince Regent of Brunswick and his newly-wedded bride started on 29th Dec. on a honeymoon tour to India, Siam, and the Far East.

The P. and O. Company's steamer *Oceanic*, which left London on 24th December, took the following specie for Shanghai: Bar silver, £40,000.

The Yuen Hop Hong, sugar merchants, of Bonkwan Street, have been elected members of the Hongkong General Chamber of Commerce.

DUE notice has been taken in Holland of the idea of manufacturing sugar out of maize. Probably the establishment of a manufactory for this purpose might be a matter of importance for the people.

A SCHEME has been set on foot for the holding of a Rubber Exhibition in Brussels in 1910 at the same time as the world's exhibition in that city. The exhibition will be held in a wing of the Kolonial Museum in the Park van Tervuren, and will, by means of a comprehensive collection of exhibits from all rubber countries, give an idea of the present state of this industry and the recent progress made. Special divisions will be devoted to Ceylon, Malaya, Java, Sumatra, &c. Mr. Harbert Wright has been appointed to superintend the securing of British exhibits.

## CHINA ASSOCIATION.

## ANNUAL REPORT.

Following is the annual report to be submitted to members at the meeting to be held in the City Hall on Monday, the 7th inst., at 4 p.m.:

To the members, Hongkong Branch of the Association.

Those who hold the theory that a nation which has no history is happy may possibly regard with satisfaction the record of affairs in South China during the past year. Few political questions have arisen concerning which your committee has felt called upon to make representations. The fact that no telegram has been despatched to the London Branch indicates the uneventful nature of the period.

The correspondence which has passed contains little of interest at the present time. Most of the matters dealt with have either been settled or have ceased to attract public attention.

An exception may be made in the case of certain communications relating to the progress of the work on the Kowloon-Canton Railway. An interesting letter from the Engineer-in-Chief of the Chinese section will be found printed as an appendix.

The Canton-Hankow Railway project has not been made the subject of official correspondence. In the report issued this time last year expression was given to the hope that rumours of the conclusion of an agreement for a foreign loan, to be raised for the purpose of constructing the northern section of the line, would prove true.

The difficulties which subsequently beset the negotiations for this loan have occasioned world-wide comment, and it would not serve any useful purpose to dwell upon them now. That they may soon be overcome is earnestly to be desired in the interest of those provinces through which this urgently needed railway will pass, and also in the interests of this Colony. In the meantime the construction of the Kwangtung section of the line is progressing.

It may seem that representations were at one time called for by certain disturbing developments of the Fashan incident. No measures of a practical nature for dealing with the resulting boycott were suggested, for the simple reason that none could be thought of. It seemed best to trust to time. The boycott is a weapon which cuts both ways and the realisation of loss and inconvenience incurred by those who employ it, should serve eventually to discourage its use among a people distinguished for commercial intelligence.

The committee were consulted by the Colonial Government on Trade Marks legislation, and the Bill passed locally embodies many of the suggestions made by the Association. No representations have been made on the subject of currency reform in China, because it is well-known that His Britannic Majesty's Minister at Peking loses no opportunity of pressing the matter upon the attention of the Chinese Government. It is hoped that an unequalled opportunity will shortly arise in connection with proposals believed to be pending for permission to raise the import duty. The solution of the larger question, would remove the evils under which we suffer locally, evils arising largely from the over-production of subsidiary coins from the Canton Mint. As regards this we have therefore taken no action, although not unmindful of the fact that the Mint has again been active. A statement recently made in the House of Commons, by the Under Secretary of State for the Colonies, to the effect that satisfactory assurances had been received from the Viceroy of the information obtainable locally, and we have asked the London Branch to ascertain from the Colonial Office upon what grounds that statement was based.

There has been a noteworthy absence of piracy on the Wen River and in the Delta. In view of having had to comment unfavourably, for many years, upon the disturbed state of these waterways, it is pleasant to be able to record the fact. It may be attributed chiefly to the presence of the new gunboat flotilla, though no doubt the disorder hitherto prevalent, has been largely due to economic causes which may recur, leading to further trouble. Some damage was done by excessive rains in October, but the crop prospects seem favourable, and we may therefore look forward with some confidence to the present satisfactory state of matters being maintained.

The members of the retiring committee are—The Hon. Mr. W. J. Greyson, Mr. D. R. Law, Mr. H. E. Tomkins, Mr. E. G. Barrett, Mr. J. W. C. Bonner, Mr. W. G. Humphreys, Mr. H. R. B. Hancock, Mr. N. J. Slade, Mr. A. S. D. Cowland, hon. secretary, and Mr. Stewart, chairman.

The Royal Dutch Petroleum Company, which works oil-fields in East Sumatra, has just decided to admit foreigners on its Board of Directors. The first one on whom the choice fell is Mr. Lane, of London, who is already a director on the Board of the Asiatic Petroleum Company.

EFFORTS to establish beet factories in England have had a curious sequel. A number of Suffolk farmers have been asked to grow beet sugar for French or German factories and ship it over. The Continental firm offers 17s. a ton for the produce, and to give the seed gratis. Several farmers have accepted the offer, and will grow beet for 1910.

THE news from Brazil that receipts of rubber from the interior were a good deal smaller than expected has caused some to be apprehensive, and some manufacturers to place orders. The waters of the Amazon have fallen again, and present advices point to a possibility of the substantial receipts now expected being delayed. Added to this the United States have been buying largely in Brazil.

## THE MOOSA CASE.

## PRISONER FOUND GUILTY ON ONE COUNT BY A MAJORITY.

Before Mr. Justice Gompertz, Puisne Judge, at the Criminal Sessions this morning, the case was continued in which Moosa Ibrahim, late of Moosa & Vaira and Company, was indicted on several charges under the Bankruptcy Ordinance. Mr. M. W. Slade, instructed by Mr. F. D. L. Bowley, Crown Solicitor, prosecuted, and Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the defendant.

The following were the jury:—Messrs. J. Barton (foreman), F. Maitland, A. Denison, A. Forbes, A. O'D. Gourdian, D. Haskell and D. Clark.

Before the case was resumed, Mr. Slade said that he noticed from the papers that there were suggestions that Mr. Potter had been guilty of dishonourable conduct. This was not so, as he had merely wished to refer to the question of the propriety of asking certain questions. Personally, he did not think these questions ought to be asked.

His Lordship said that any dishonourable conduct on the part of Mr. Potter was out of the question.

Mr. Potter—I did not for a moment think my friend wished to throw out those suggestions. I thank my friend for the explanation.

Mr. Slade—I simply wish to make a public statement with regard to the matter, as the interpretation put upon it by the papers are too bad.

Prisoner's cross-examination was continued, in the course of which he refused to answer certain questions for fear of incriminating himself.

Mr. Potter in his address to the jury referred to Allana as a man not having affections to virtue and said he was surprised to see him in the Court-room a free man.

The judge in his summing-up said that it was a case of "When rogues fall out, honest men come by their own." With regard to the \$16,000 question, his Lordship held that there was no corroborative evidence and warned the jury that it would be most dangerous to convict on that count.

Shortly before four o'clock, the jury retired and returned with a unanimous verdict of "not guilty" in respect of all the counts except charges 1 and 4, regarding the concealment of a share in the partnership with Allana and the concealment of the sum of \$8,000 respectively, on which the jury returned a verdict of "not guilty" by a majority of four to three.

His Lordship told the jury that he could not accept their verdict in respect of the last two counts, as in criminal cases, a majority of five to two was required and asked them if there was any chance of their arriving at a verdict in accordance with that rule.

Mr. Potter said that as there seemed to be some doubt on the point, the Crown should drop the prosecution.

At this point, His Lordship told the jury if they were doubtful on any point, he would be glad to answer any questions.

The foreman announced that one of the jurors wished to be enlightened on the question of partnership and whether prisoner had disclosed his property to a certain party.

The jury again retired and returned with a verdict of "Not guilty" by a majority of five to two in respect of count 1 and "guilty" by the same majority in respect of count 4.

Mr. Potter said the majority should be six to one.

Mr. Slade contended that five to one was the usual practice in the Colony.

Mr. Potter asked his Lordship to reserve the two points as to a certain assignment and the question of the jury Ordinance.

Mr. Slade objected.

His Lordship reserved the points till 11 a.m. on Saturday.

## CANTON DAY BY DAY.

## BRIDGE SCHEME REVIVED.

[From Our Own Correspondent.]

CANTON, 1st February.

Some three years ago a company was formed by some enterprising merchants with sufficient capital with the object of building an iron bridge across the Pearl River between Canton and Hoanm. Unfortunately, owing to the death of the manager, Lau Chin Wan, the company was dissolved and the scheme dropped. Expectant Magistrate Chung Tu Leung, in his report to the Viceroy on the proposed construction of a bund along the river bank of Hoanm, has since revived the project of building an iron bridge across the river, which undertaking he estimates will cost \$100,000. It cannot be ascertained for certain whether the Viceroy will be in favour of the proposal or not, as there can hardly be any prospect of raising sufficient funds for the scheme at the moment.

## LUNATIC ASYLUM.

It was only a week after the suggestion was made by the members of the Canton Red Cross Society to build a lunatic asylum in Canton, that a handsome donation of over a thousand dollars was promised by different charitable people towards the scheme. It is expected that, besides subscriptions collected from the people, the officials will grant a certain sum of money towards the fund for the purpose. As permission has already been obtained from the Viceroy to select a suitable site in Canton for the erection the proposal will be carried into effect at an early date.

## CHARITABLE BAZAAR.

A large assortment of articles has been promised by different merchants for the bazaar to be held in the middle of the 1st moon next Chinese year for the purpose of raising money for the maintenance of the Canton Fong Pio Hospital.

## LILY COLLECTIONS.

The collection of Lily seeds in Canton for the first ten days of the 1st moon as reported by the Lily officials to the Viceroy amounts to 8,000,500 seeds.

## TROUBLE ON THE "DERWENT."

## MATE'S CERTIFICATE SUSPENDED.

A Marine Court of Inquiry was held at the Harbour Office this morning. Commander Basil Taylor, R.N., Marine Magistrate, presided, and the Assessor was Mr. Henry Butterworth, R.N., H.M.S. *Tamar*; Samuel Robinson, Master of the s.s. *Montague*, Frank Thomas Wheeler, Master of the s.s. *Loongsong*, and Dan MacClean Scott, Master of the s.s. *Newchwang*.

The inquiry was into charges of misconduct on the part of George Thyne.

The letter of John Jenkins, master of the s.s. *Derwent*, applying for an inquiry, was read.

The Master of the *Derwent* stated that on 16th January he went down to the two decks and saw that the W. C. pipes had all been cut away, and wooden plugs driven into the holes in the ship side. He had questioned the mate on the subject the previous evening, and he admitted the facts.

By defendant: I have never had any complaint to make as to your general work. You have been sober and hard working. The W.C.'s in question were not in use as W.C.'s. The pans were removed by me, and the houses used as stores, etc. on one port side is used as a galley, one starboard side as a coal bath. There were 4 pipes in port side and 1 starboard side. The pipes in after 'tween decks came from what is now second class saloon. It is for me to say whether the lower bridge is to be used for navigation or not, not for you.

Continuing, the complainant stated that he had visited the lower fore peak, where the cat blocks were kept. The cat blocks were not rotten; they were serviceable. The old davits were not required, they were sold by the owners. He intended to replace the telegraph on the lower bridge. He did not consult the mate about it.

By the Court: I never gave any permission to the mate to break up or sell any ship's fittings. I frequently told him not to make any changes without my sanction. I first heard of these matters the day before sailing from Hongkong on this trip. The Chinese on board came and told me. I didn't say anything to him before getting to Saigon, as I wanted to see for myself exactly what had been done.

Mr. Wheeler:—Were any of these articles used before they were sold?—None of these articles sold were actually in use at the time, nor had been for a considerable time.

Mr. Robinson:—About how long were the telegraphs not replaced?—The telegraph had not been replaced for 4 or 5 years, the other things for about 18 months.

The day after the entry was made some brass scuttle frames and scuttles were in his room, ready to go ashore. He returned them to the store during my absence on shore. The mate keeps the key of the store-room.

Mr. George Thyne, sworn, said:—The telegraph was supposed to be on the fore end of the boat deck, called by the master "fore bridge." It was never used as a place for keeping which. I joined the ship on 27th September, 1909. The boat decks on a level with the tide. It is frequently crowded with passengers—Chinese—who might, not improbably, play with the telegraph were it in place. The lead piping was removed, without the master's knowledge between October and November. I had the carpenter and some of the boatmen with me to remove it. On the return journey from Saigon in December there were over 700 passengers on deck—'tween deck accommodation being full of cargo. The brass scuttles referred to I had intended to dispose of, and to buy a Morse signal lamp with the proceeds. They were old scuttles which had been removed by the master as unsuitable and had been replaced by others of another pattern. The old ones could not be used to replace the new ones were the latter broken, the latter had two huge instead of one as in the case of the former. As to the blocks, when I first joined the ship I found a large number of old blocks which must have been in the ship since she was built. As to the lower fore peak, this place leaked in bad weather. The blocks were rotten, the shells crumbling in some cases, dumb sheaves in others and the iron blocks rusted up and several set with rust. None of those I broke up were serviceable. I never saw the master visit the fore peak during the four months I was in the ship. There was no attempt made at concealment; the junk dealers came on board frequently in the forenoon and afternoon. The telegraph was taken away, having been weighed on deck, in open day, while cargo was being worked. Had I meant to steal I should not have done these things openly. There were certain articles—such as leads etc., two deep sea leads—and other things, which the boatmen suggested might go too; but I refused, as I considered these things might be of use to the ship. The master frequently complained to me that I didn't consult him sufficiently about the work. I found many things wrong. One boat's fall to fly too short, boat's breakers coming to bits, not having been fitted for months, and a hundred smaller matters. With these to attend to it was not possible for me to consult the master on every point. There was never any boat drill in the ship.

By the Court:—I have always understood that junks may be sold by the mate for his own benefit. I have been in several ships, but never as first mate. I have never seen a mate break up ship's fittings before, nor heard of one doing so.

By Mr. Butterworth: The owners are Jau Sing. I kept the proceeds of the sales for my own purposes. The right to sell the owner's property for my own benefit may be questioned, but I considered it justifiable as the articles sold were of no use to the ship, and will never be replaced. I should not feel myself justified in selling surplus lumps of lead. I do not consider that I have any right to feel my owner's property.

By Mr. Robinson:—Cargo is sometimes carried in 'tween decks. After pipes removed by me discharged at about the water line at load draught. They were not in anyone's way on 'tween decks.

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THE FINDING  
of the Court was as follows:—We find that George Thyne, who holds a certificate of competency as 1st mate, issued at London on 18th May, 1907, and numbering 037,244, was guilty of unlawfully converting to his own use certain ship's fittings the property of the owner of the s.s. *Derwent* between the 27th October and 19th November, 1909, and making certain structural alterations in the ship tending to impair her seaworthiness. We direct that his certificate of competency be suspended for six months. We recommend that a certificate of competency as Second Mate be issued to him.

## CHINESE "GROCERS" EXCLUDED FROM ENGLAND.

## HONGKONG CHINAMEN TURNED BACK.

Thirty-one Chinamen, who arrived in Liverpool by the Blue Funnel liner *Dardanus* on 2nd inst., from Hongkong, appealed on 3rd to the Immigration Board of the port against the decision of the Immigration officers not to let them land. The ground of the refusal was that they could not show that they had in their possession or were in a position to obtain means of decently supporting themselves. It appears that most of the men had about £5 each, but the magistrates in several of the cases were not satisfied that the money was the men's own property. A curious point was that in almost every case the applicant said that he was a grocer, and all said they were hoping to secure employment with one man. It was proved, however, in two of the cases, that the applicants were *bona-fide*, and each had a situation to go to as a laundryman with a salary of £1 a week, and one of the two had £17 in his possession. These two were granted permission to land, but of the other cases 20 applications were rejected and nine were adjourned.

The Liverpool Immigration Board on 4th inst. decided to deport a further batch of Chinese immigrants on the ground that they had insufficient means. Sir Thomas Hughes, chairman of the Board, said the system under which these men were brought to this country amounted practically to slavery, and he hoped shipowners would take warning not to encourage immigration of the sort revealed. He had visited eight or ten Chinese establishments in Liverpool, and he was astonished at the number of places in what is known as Chinatown in the city which had been taken possession of by Chinese people, who appeared to be doing their best, but it was not an element that ought to be encouraged upon principles of this sort.

## THE CHINA SQUADRON.

The armoured cruiser *Minotaur*, selected for service as flagship of the Commander-in-Chief of the China Station, was passed out of dockyard hands at Chatham on 1st inst., and was paid off next day from service in the First Cruiser Squadron. Capt. G. C. Cayley, late Assistant Director of Naval Mobilisation, on 1st succeeded Capt. H. M. D. Tophill in the command, and recommended her on 4th inst. for her new duties. On 20th inst. Capt. Cayley will become flag-captain to Vice-Admiral Sir A. Winsloe, one of the Lords of the Admiralty, who is to succeed Vice-Admiral Sir H. Lambton in the command of the China Station. The new crew for the *Minotaur* will be selected from the Portsmouth Depot. Vice-Admiral Sir A. L. Winsloe will hoist his flag on the *Minotaur* at the end of the month. The *Minotaur* is the largest and most powerfully equipped warship ever sent from this country to the Far East. She is almost a new ship, having been completed at Devonport, where she was built and equipped at a cost exceeding £1,150,000 less than two years ago. The *Minotaur* is equipped with four 9.2 in. and ten 7.5 in. breech-loading guns, and 16 small quick-firing guns, compared with the two 9.2 in., 16 6 in. breech-loading guns mounted in the armoured cruiser *King Alfred*, the present flag-ship. The *Minotaur* has a displacement of 14,600 tons, and is fitted with engines of 17,000 h.p. propelling her at a speed of 13 knots an hour. With the exception of the new *Dreadnought* cruisers of the *Indomitable* type, the *Minotaur* is one of the three most powerful cruisers flying the white ensign, her sister ships being the *Shannon* (flagship of the Second Cruiser Squadron) and the *Defence*. The Admiralty announce the following appointments:—Commander B. V. Brooks, to the *Minotaur*, additional, to date 1st inst., and on recommissioning, undated; Sub-Lieutenant J. N. Tait, to the *Minotaur*, undated; Assistant Paymaster J. L. Syon and A. C. Pelham Kent to the *Wahrwich*, additional, to date 18th inst., and in charge, on recommissioning. Lieutenant H. J. G. Good, who has just been appointed to the command of the special service vessel *Ten*, China Squadron, served as a midship on the cruiser *Thetis* when Admiral Sir Harry Rawson landed the punitive expedition which proceeded to Beaulieu, the City of Blood, and avenged the massacre of the British political mission and reduced the country to order.

NEGOTIATIONS have been opened by the British people for the redemption of Kaping mines.

SIR E. L. WILLIAMS, the famous engineer and designer of the Manchester Ship Canal, died on the 1st ultimo at Altrincham in his 82nd year.

THE Walpole has been in communication with the Portuguese Minister on the Macao Boundary question in an amicable and conciliatory spirit.

MANY Bangkok residents went out to the Bar on 16th ult. to have a look at the German flag-ship *Sekernstern*. Many boats were available at Paknam and those who went on board speak in high terms of the kind and courteous reception extended to them with unstinted hospitality.



**GOVERNOR'S SPEECH.**

### HEADMASTER'S REPORT.

Mr. Wong Yuk-lam became Artificer Pupil Teacher, as from 11th May, 11th October. The general health of the school has been satisfactory. 35 boys have been off the roll on account of beriberi, 12 for scabies, 4 for small-pox; consumption, pneumonia, fever and dysentery account for others. Twelve cases of mild trachoma were gratuitously treated at the Government Civil and Tugger's Hospitals, the boys, according to regulation, being allowed to come to school while undergoing treatment: 2 virulent cases of this disease were off the roll for 5 and 6 months respectively. Three suspicious cases were returned as not trachoma. The Alcock Memorial Hospital generously examines all cases of ordinary sickness sent by the Headmaster for diagnosis, providing each patient with a medical certificate, and in addition, at need, dispenses treatment and medicines entirely free of cost. At the last Oxford Local Examination, our candidates obtained no less than 35 certificates, a larger number than in any previous year. The boys sent in from Queen's College for this useful test examination are not selected: they are purely volunteers; and any boy who is thought to have a chance of passing, if desirous of competing, is encouraged to do so, 43 of our boys sat, and the percentage for 35 passes is 81—an eminently satisfactory result. Of 5 Seniors, 6 got certificates, four of whom obtained the degree of Associate in Arts; of 22 Juniors, 19 passed; while of 13 Preliminary candidates, 10 got through. Of the Seniors, Cheung Yat-chi, A.A., got distinction in modern Classical Chinese; and of the Juniors, Yeung Pui-fung obtained distinction in modern Chinese. U. Wong-lak, one of our Seniors, was further noted as being exempt from Responsions, the Oxford equivalent to matriculation, i.e., he would be allowed to become an undergraduate without further examination. Masters and boys alike are all proud of these various distinctions, for they were not won without much genuine hard work on both sides. Undoubtedly, the inclusion of Chinese in the syllabus has materially increased the chances of our boys. It is thus most gratifying to see such a marked addition to our list of successes at these examinations; in this first year of its inclusion. The Delegates at Oxford have been asked to remove the limit of age for Oriental students taking the Preliminary Examination: but, without giving precise reasons, they do not plan to present clearly see their way to do so. Two new class rooms have been added to our accommodation: a large room capable of seating 50 pupils, at the back of the Hall Gallery, and a small-room for 20 pupils, in the East wing. These additional classrooms are both fitted with dual desks, similar in pattern to those with which it has been decided to re-seat, during the current year, the whole of the class-rooms on the first floor. Our maximum seating space, inclusive of these 50 classes in the Hall, is now 996. The epitomised results of the annual examination for the many scholarships and prizes, and also for subsequent promotions, held by me under Standing Orders, are as under: Upper School, 309 boys examined, 193 or 62.4 per cent. passed: Lower School, 427 boys examined, 375 or 37.6 per cent. passed. Total 736 boys examined, 673 or 91.3 per cent. passed. Table I gives the percentage of passes, in column 3, of individual classes, and in succeeding columns of particular subjects. In the Upper School, composed of three classes in ten sections, five sections passed 100 per cent. In the Lower School, also of three classes but split up into fifteen sections, the general percentage was only 87.6. IV E. and V D. 2, the lowest sections in their two respective classes, each only passed 50 per cent of its boys. These two sections came to grief mainly in their purely English subjects, wherein the standard is being gradually raised. The total results over the whole school are a slight improvement over those of last year, and are particularly creditable. Thus I A and I B, II A and II B, III A, V A 1, and V A 2 all passed 100 per cent; III B, IV A, and V C, each got 97 per cent; while II C, IV A 2, IV B, IV C, V B, V D, and VI A 2, all passed over 90 per cent. English subjects show marked improvement. This is especially evident in the composition exhibited in the Upper School in such papers as History, Geography, Literature and Hygiene. There is still a tendency to run away from the strict limits of a question in order to display knowledge that is not called for. The dull tedium of the examiner is occasionally rewarded by a humorous turn given to an answer. Thus: called upon to compare the death of *forth*, one boy unexpectedly wrote forth, *fifth, sixth*! In Hygiene, all over the school, its work was distinctly above the average. In Geography, so far as actual marks go, the results look less valuable than those achieved in past years. This is, however, easily explainable. Colonel Sir T. H. Holdich, in an address given before the Geographical School at Cambridge as recently as the end of last October, remarked that the educational value of Geography has of late considerably improved. At very long ago, questions set in this subject were such as implied little more than a parrot-like babble of place-names and country products: A cursory glance at all types of geographical questions now set by various examining bodies shows plainly that this highly important subject is at last assuming its proper place in education as a means of culture. The geography questions set at our own two last annual examinations have been purposely framed to meet this new development; and, in the answers to them, there is unmistakable evidence—not however quite so pronounced as one would like—that corresponding efforts are being made to utilise geographical data in a thoughtful and logical manner. Mathematics in IA and IB, in IIB and in IIIA and IIIB were good; in IIA very good. In the difficult but highly useful subject of Book-keeping, taken entirely by Mr. Grant, excellent results were got in IA, IB, and IC, and very fair results in IIA, IIB and IIC. In the Lower School, Elementary Algebra was well tackled by IVA, IVB and IVQ; Geometrical Drawing was also well done in IVAs, IVB and IVQ; in

other sections of this class, these subjects were but fair. The General Intelligence paper, given only to the three sections in Class I, was exceedingly well answered by the top section, Hygiene, throughout, shows improvement on last year's work, three sections IIIB, IVA and VA each getting 100 per cent; the poorest work in this subject was met with in the two lowest sections of IV and V respectively, where only 42 per cent and 43 per cent passed. Non-Chinese boys, in the Upper School only, take Physiology and Science in place of translation from and into Chinese. They are divided into Seniors and Juniors. The results were better than those of last year, of 11 Seniors, all passed in each subject; and of 9 Juniors, 1 failed in Physiology, and 2 in Science. A series of Lantern Lectures on *Empire* was given, chiefly to boys in the Upper School; and some very valuable Notes on the same enthralling subject, especially drawn up by His Excellency the Governor, were circulated among the Masters to be embodied in the course of instruction given in Geography, History, and other kindred subjects in the Upper School. Several questions in the General Intelligence paper, set to test the value of the work done in this direction, were answered in such a manner as to prove that the boys had signally benefited. Optional classes are taken in Model and Freehand Drawing, and also in Trigonometry. These classes are voluntary, and extra to the Time Table. The results in both Drawings were very poor. The Trigonometry Class, in charge of Mr Grant, was divided into Seniors and Juniors. Of the Seniors, 5 passed on fairly difficult paper; and of 11 Juniors 9 passed; these results give 83 per cent, and 82 per cent, respectively. In the coming school year, an attempt will be made to fustil into our boys a scaled liking for good literature, by providing, in higher classes, more than a single reader for the year's work. Boys will be encouraged in what has been happily termed silent reading, which, under suitable guidance, should create a wholesome capacity for organised study, and a healthy taste for good books. The system is now being tried at home; and there is much to be advanced in its favour. It seems but fair to add here a word of richly merited appreciation of the splendid industrial work so unobtrusively done in Victoria Gaol. Quite a number of well-worn volumes in the College Library have been rebound there in a most servicable and workmanlike manner. On the Vernacular side, confined to the Lower School, 395 boys, arranged in 5 Classes and 15 sections, were examined; 962 or 91.6 per cent passing. These results also are an improvement on those of last year. Of these boys, 83 in 4 sections, are in the 8th or highest class; 87 in 3 sections, in the 4th class; 90.9 in 3 sections, in Class 3; 83, in 3 sections in Class 2; and 52 in 2 sections in the last and lowest class. It has hitherto been the practice to insist on a boy passing the 4th Vernacular Class before he can be promoted from the Lower School to the Upper, i.e., before he can pass from Class IV. Boys entering the lowest Vernacular Class have so far been expected to have had a preparatory grounding equal to 2 or 3 years work in Chinese studies. The Normal Master, Mr. Tanner, in his annual report addressed to me, says that the Pupil Teachers and Acting Pupil Teachers in his charge have given him every satisfaction; their work has been systematic and regular. He draws attention to the fact that they have been considerably hampered, owing to the lack of suitable accommodation for criticism and training lessons—most vital parts of any systematised scheme of Normal work. This condition has been brought about partly by the increased number of Pupil Teachers now under the Normal Master, and partly by the fact that we have not hitherto had a properly equipped Normal Room. The disadvantages named, however, will entirely cease to exist, when we are able to come into possession of the new Normal Room now on the point of completion. As to the thoroughly sound work done by the Pupil Teachers, I can add my own testimony, based on close daily observation throughout the School year and on the Annual Examination to which they are submitted by me to that given by the Normal Master. During the year under review, 113 boys are recorded as having got situations immediately on leaving school; 31 obtained appointments, chiefly clerical, in different departments of the local Government; 11 went into the service of Imperial Chinese Government, 31 into various mercantile firms in the Colony while 40 found openings abroad. Five boys left owing to poverty, 8 were dismissed, and 9 struck off Roll. Quite a large number leave after the chief holidays—T'eng Ming Midsummer, and New Year—without assigning any reason. This is a great pity, because naturally we like to know definitely what each student does when he finally leaves us. The tennis, cricket, football, hockey, and bathing clubs keep up a vigorous and successful existence, providing for the physical needs of those who care for the more active forms of exercise. Corporal Bedbrook, R. C. A., has succeeded Gunner White, R. G. A., in the Gymnasium. He is a capable and efficient instructor. We again most gratefully acknowledge the generosity of all those who so regularly send donations to our prize fund, following long-established custom, a full list of these donors will be conspicuously posted up on the announcement board at entrance, and later, published in the College Journal the *Yellow Dragon*.

**THE GOVERNOR'S SPEECH.**

His Excellency said that it was for the third time consecutively that he had the pleasure of being present at the annual prize distribution of Queen's College. When he said "pleasure," he did not use it as a set phrase. His predecessor had the good fortune of an ardent expansion and progress. His Excellency, however, had been less fortunate. Since his arrival in the Colony, he had to deal with considerable financial difficulties and to some extent his ill-fortune was consistent with the extraordinary expansion in the educational demands of the Colony. The steadily increasing demands for education involved a considerable outlay and when

and to consider the demands it was hard to make both ends meet. The time had come when they had to examine how the expenditure in the College should be regulated, not to decrease the expenditure, on education—he trusted that that time would never come—but to consider how the money at their disposal could be spent in the best possible way. They would have to find some means of spending a definite expenditure on education. They would have to consider the question whether the money given by taxpayers could not in some degree be augmented by an increased rate to be given by those who were directly benefited by education. Concluding, His Excellency said he hoped shortly to appoint a Committee to go into the question. He considered the matter of very great importance. He did not wish the Committee to put the question of education into the melting-pot and then bring it out cast into a new mould. Last year, he had special emphasis on the fact that Queen's College was somewhat overcrowded. He was not sure that those responsible had not left themselves open to rebuke, but he was glad to see that improvements had been carried out and by a scheme of the limitation of classes, the overcrowding had become a thing of the past. Overcrowding in a school was not only generally inconvenient but was fruitful in the propagation of diseases. Some time ago, ophthalmia broke out in English public schools as a result of overcrowding and here the schools suffered from an epidemic of trachoma, but he was glad to notice that the Headmaster's report showed very satisfactory results in those directions. With regard to trachoma, only fourteen cases occurred among all the boys. The limitation of classes enabled the masters to devote more time to the boys' tuition and he was glad to see that the scheme had produced better results than last year. The average attendance for the past year was only 85, for the year before it was 91, and for the year before that it was 94. This decrease in the average attendance was attributed by the Headmaster to two causes—the abolition of the preparatory school and the introduction of an age limit. The decrease was also attributed by the Headmaster to the retirement of Dr. Wright. By the retirement of Dr. Wright, a great loss had been sustained by the school, for however able Dr. Wright's successor might be, it was the universal experience that when a very old master left a school, the attendance invariably suffered a temporary decrease. After twenty-six years of service, Dr. Wright's name was known throughout China and he had well-earned his retirement, rest and pension. His Excellency felt sure they all united with him in wishing Dr. Wright every progress in England. His Excellency referred to the question of the supply of a greater number of pupils to the College from the district schools and dwelt at some length on the fact that the problem required systematic solution and that a temporary deficiency in a class-room could not be supplied from the class-room next door. He was specially glad that the school had made progress and that that progress had been on satisfactory lines. The Headmaster had reported that the English had been satisfactory and also that the standard of English in the lower classes had been raised. He attached great importance to an efficient knowledge of English and he was glad to be able to congratulate the boys on their increased knowledge of English. In the Oxford local examinations also, better passes had been recorded. Special attention was being paid to normal class pupil teachers, both of Queen's College and the district schools, by attending an efficient class of instruction. He hoped to see great results and a better instruction of Chinese. The average cost of each pupil in Queen's College he was glad to see had been decreased. With regard to the boys who found immediate situations, half obtained employment in Government service while the other half secured clerical appointments which was a result on which the taxpayers of the Colony should feel greatly satisfied. The Director of Education was desirous of seeing some specialisation in subjects, i.e., that a boy should receive more attention in subjects in accordance with the life he intended to adopt. He did not wish to detain them any longer with his views on education, as they had already heard them on previous occasions and he would content himself with wishing the boys success in the year's work on which they were embarking. He congratulated those boys who had been able to obtain prizes and whose names were about to be inscribed on the prize board. In conclusion, His Excellency again wished success to the boys (Applause).

His Excellency then distributed the prizes.

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## Events Coming.

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**Thursday, 3rd February.**  
Hughes and Hough, auction sale of furniture, 2.30 p.m.  
Sailors and Soldiers' Home Bazaar, Arsenal Street, 3 p.m.

**Friday, 4th February.**  
Opening of new premises of the Institution of Engineers and Shipbuilders of Hongkong, by His Excellency the Governor.  
Hughes and Hough Auction Sale of Miscellaneous Articles, 11 a.m.  
St. Andrew's Church Yearly Social Gathering, at the Kowloon British School 9 p.m.

**Saturday, 5th February.**  
China-Prudential Loan and Mortgage Co., Ltd., Annual Meeting, St. George's Building, 11.30 a.m.  
Hongkong Volunteer Corps, Gascolgne Shield Competition, at Tai Hang Range, 2.30 p.m.

**Sunday, 6th February.**  
Lusitano Recreation Club, Walking Competition.

**Monday, 7th February.**  
The Kowloon Land and Building Co., Ltd., Annual Meeting, at the Company's office, Victoria Building, 12 o'clock.  
China Association Annual Meeting, at the Club Hall, 4.15 p.m.

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"EMPRESS OF JAPAN".....SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND".....FRIDAY, MAY 20TH.
"EMPRESS OF CHINA".....SATURDAY, APRIL 23RD.	"ALLAN LINE".....FRIDAY, JUNE 10TH.
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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port.....\$43.

Via New York.....\$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA.....	"LOONGSANG".....	FRIDAY, 4th Feb., 4 P.M.
SHANGHAI.....	"KWONGSANG".....	TUESDAY, 8th Feb., Noon.
SHANGHAI, KOBE & MOJI.....	"NAMSANG".....	FRIDAY, 11th Feb., Noon.
MANILA.....	"YUENSANG".....	FRIDAY, 11th Feb., 4 P.M.
SINGAPORE, PENANG & CALUTTA.....	"FOOHSANG".....	WEDNESDAY, 16th Feb., Noon.
SINGAPORE, PENANG & CALUTTA.....	"AUMSANG".....	TUESDAY, 22nd Feb., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shafco, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON &amp; CO., LD.,

Telephone No. 215 Sub. Exch. 4.

Hongkong 1st February, 1910.

General Managers.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To	Sailing
SHANGHAI.....	"LIBERTY".....	Feb., 4 P.M.	Daylight.
SHANGHAI.....	"AMITY".....	8th " " " "	3 P.M.
MANILA.....	"TAMING".....	8th " " " "	4 P.M.
SHANGHAI.....	"OHINUA".....	10th " " " "	3 P.M.
MANILA.....	"TEAN".....	15th " " " "	Daylight.
SHANGHAI.....	"CHENAN".....	17th " " " "	Daylight.
MANILA, ZAMBOANGA & AUSTRALIA.....	"CHANGSHA".....	14th Mar., 4 P.M.	

S.S. Tean will sail hence for Manila on 1st February and S.S. Taming sails from Manila on 15th Idem for Hongkong. Special reduced return fare of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Goods booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chong, Luen, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

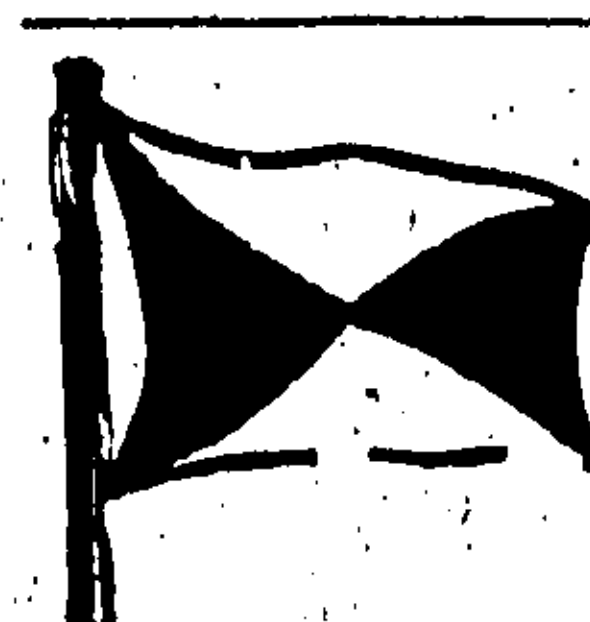
Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE.

Telephone No. 16.

Hongkong, 2nd February, 1910.

AGENTS.



## HONGKONG—MANILA.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	2540	A. Fraser.....	MANILA	THURSDAY, 3rd Feb., at 5 P.M.
LAFIRO.....	2540	R. Rodger.....	"	SATURDAY, 12th Feb., at Noon.

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.,

General Managers.

Hongkong, 3rd January, 1910.

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## Shipping—Steamers.

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM &amp; ANTWERP.

## THE Steamer

## "CARMARTHENSIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON.....\$35

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON &amp; Co., Ltd.,

Agents.

Hongkong, 31st January, 1910.

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## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with no transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA.....	"CHICAGO MARU".....		WEDNESDAY, 23rd Feb., at Noon.
Do.....	"TACOMA MARU".....	6,178	WEDNESDAY, 23rd March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW.....	"CHOSHUN MARU".....	THURSDAY, 3rd Feb., at Daylight.
TAMSAI v. SWATOW & AMOY.....	"DAIJIN MARU".....	SUNDAY, 6th Feb., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd February, 1910.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE. 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	"MISHIMA MARU," Capt. A. E. Moser, Tons 9000	WEDNESDAY, 16th Feb., at Daylight.
	"KAGA MARU," Capt. M. Hagino, Tons 7000	WEDNESDAY, 16th Feb., at Daylight.
	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 16th Mar., at Daylight.

VICTORIA, B.C. & SEATTLE ("Kangawa Maru" leaving Hongkong 5th Feb. due Kobe 10th Feb. connects)..... "INABA MARU," Capt. R. Takeda, Tons 6500 | WEDNESDAY, 16th Feb. From YOKOHAMA. |

VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 3rd March due Yokohama 15th March, connects)..... "TAMBA MARU," Capt. K. Sato, Tons 6500 | WEDNESDAY, 16th March From YOKOHAMA. |

SYDNEY AND MELBOURNE, via MANILA, THURSDAY..... "NIKKO MARU," Capt. M. Yagi, Tons 6000 | THURSDAY, 17th Feb., at Noon. || ISLAND, TOWNSVILLE AND BRISBANE..... | "KUMANO MARU," Capt. M. Winkler, Tons 6000 | FRIDAY, 18th March, at Noon. |

NAGASAKI, KOBE and YOKOHAMA..... "KUMANO MARU," Capt. M. Winkler, Tons 6000 | WEDNESDAY, 16th Feb., at Noon. |

KOBE and YOKOHAMA..... "KANAGAWA MARU," Capt. J. Nagao, Tons 6500 | SATURDAY, 5th Feb., at Daylight. |

MOJI, KOBE & YOKOHAMA..... "TAMBA MARU," Capt. K. Sato, Tons 7000 | THURSDAY, 3rd Feb., A.M. |

SHANGHAI, MOJI AND KOBE..... "HINGOMARU," Capt. G. C. Hurry, Tons 6500 | SATURDAY, 5th February. |

BOMBAY, via SINGAPORE ("CEYLON MARU," Capt. Fied Pyno, Tons 6000).....  | TUESDAY, 8th February. |

\* Fitted with new System of wireless telegraphy. \* Cargo only. \* Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

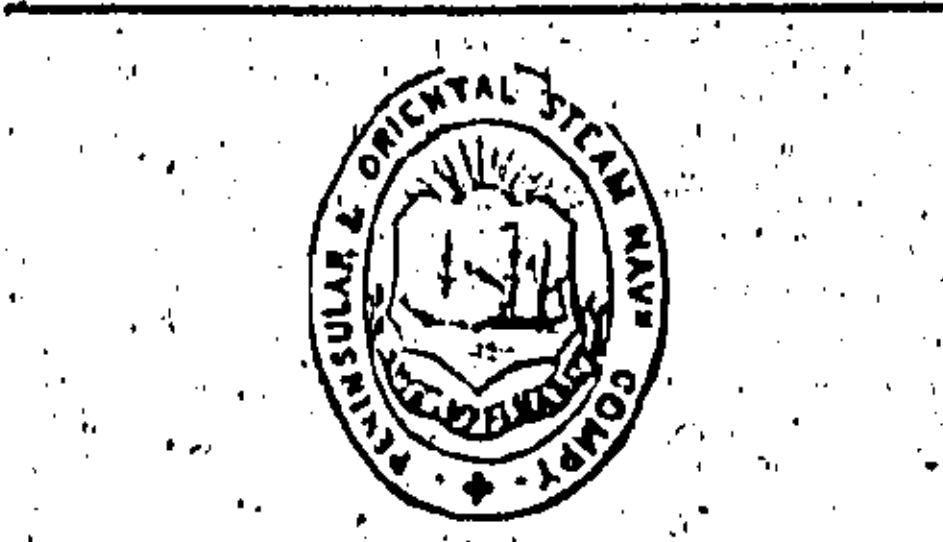
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, (Opposite Road).

T. KUSUMOTO,

Manager.

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"ARCADIA," Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 5th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Manila*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Manilla and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Colonia*, due in London on 18th March, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 14th January, 1910.

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## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"CARMARTHENSIRE," Captain W. Gregory, will be despatched, as above about 21st February.

For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th January, 1910.

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## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

## THE Steamship

"CARMARTHENSIRE," Captain R. L. Daniel, R.M.S., will be despatched as above about 1st March.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st January, 1910.

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## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

## THE Steamship

"WELSH PRINCE," will be despatched for the above Ports on TUESDAY, the 8th March, 1910.

For Freight or Passage, apply to ARNOLD, KARBURG & CO., General Agents.

Hongkong, 31st January, 1910.

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## STEAM TO CANTON.

THE New Two Screw Steel Steamers

"KWONG TUNG".....Capt. B. W. WALKER. "KWONG SAI".....Capt. E. S. CREWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4. Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD. SHIU ON S.S. CO., LD. No. 3, Queen's Road West.

## CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

## THE Steamship

For further particulars apply to F. A. LAPICQUE & CO., Agents at Hongkong, No. 4 Queen's Building.

Telephone 950.

Hongkong, 28th January, 1910.

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## Shipping—Steamers.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"ALDENHAM," Captain Hood, will be despatched as above on TUESDAY, the 8th February, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th January, 1910.

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## HONGKONG—BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE".....15th Feb.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 18th January, 1910.

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## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA &amp; SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
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Ocean	4,657	F. W. Davies	18th Feb.
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Kumera	5,232	J. Mathis	10th March
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Aymara	4,353	J. Boyd	7th April
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Suero	4,657	F. W. Davies	14th May
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Ocean	4,657	F. W. Davies	2nd June
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These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

\* For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Building.

Hongkong 17th January, 1910.

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## Intimations

FURNITURE WAREHOUSE.

LI KWONG LOONG &amp; CO.

C







## SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADONIS &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$50,000 }	\$2,001,819	Interim of £1 for account 1909 @ ex 1/91 = \$12.72	4 %	\$995 sellers London £92.5/
National Bank of China, Limited	99,925	27	26	{ £4,000 \$40,000 }	\$30,552	\$2 (London 3/6) for 1903	...	\$731 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$50,000 }	none	\$10 for 1908	7 %	\$145 sales
North China Insurance Company, Limited	10,000	15	15	{ Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 207,173	Final of 7/6 making 15/- for 1908	...	Tls. 113 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ \$1,000,000 \$10,000,000 \$30,000 }	\$1,454,991	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$910 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$10,000,000 \$30,000 }	\$77,637	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
<b>FIRE.</b>								
China Fire Insurance Company	70,000	\$100	\$10	{ \$1,000,000 \$10,000,000 \$30,000 }	\$375,341	\$5 and bonus \$2 for 1907	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,000,000 \$10,000,000 \$30,000 }	\$1,433,173	\$27 for 1907	7 1/2 %	\$365 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$70,000 \$210,000 }	\$1,035	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$1,000,000 \$3,000 }	Nil.	24 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$100,000 \$1,000,000 \$3,000 }	\$21,170	Interim of \$1 1/2 for account 1909	7 1/2 %	\$32 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	5	5	{ \$100,000 \$1,000,000 \$3,000 }	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$63 buyers
Do. (Deferred)	60,000	5	5	{ \$100,000 \$1,000,000 \$3,000 }	\$13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	67/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ \$100,000 \$1,000,000 \$3,000 }	\$61,817	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$1,000,000 \$3,000 }	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$141
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$500,000 \$5,000,000 \$15,000 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$158
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ \$500,000 \$5,000,000 \$15,000 }	Dr. \$135,801	\$3 for 1897	...	\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ \$500,000 \$5,000,000 \$15,000 }	Tls. 6,002	\$10 for year ending 31.8.09	...	Tls. 410 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ \$175,000 \$1,750,000 \$5,250 }	43	Final of 1/6 making 3/- for 1909	7 %	Tls. 17 sales
Headwaters Mining Company	65,000	10	10	{ \$175,000 \$1,750,000 \$5,250 }	none	First year	...	Pa. 10
Raub Australian Gold Mining Company, Limited	50,000	1	18/10	{ \$175,000 \$1,750,000 \$5,250 }	Dr. \$1,191	No. 11 of 1/- = 8 cents	...	\$51 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$10,000 \$100,000 \$300,000 }	Dr. \$7,121	\$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$10,000 \$100,000 \$300,000 }	\$80,102	None	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$10,000 \$100,000 \$300,000 }	\$345,162	Interim of \$1 1/2 for account 1909	...	\$53 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$10,000 \$100,000 \$300,000 }	Tls. 0,161	Interim of Tls. 2 1/2 for 1908	6 1/2 %	Tls. 82 buyers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 12	Tls. 100	{ \$10,000 \$100,000 \$300,000 }	Tls. 23,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 125 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 12	Tls. 100	{ \$10,000 \$100,000 \$300,000 }	Tls. 4,134	Tls. 6 for year ending 29.12.09	5 1/2 %	Tls. 106 sales
Central Stores, Limited	50,123	\$15	\$15	{ \$10,000 \$100,000 \$300,000 }	\$24,644	\$1.20 on old and 60 cents on first new issue	...	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$10,000 \$100,000 \$300,000 }	\$19,372	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$83 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$10,000 \$100,000 \$300,000 }	\$20,475	Interim of 3/- for account 1909	6 1/2 %	\$98 1/2 ex div.
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$10,000 \$100,000 \$300,000 }	\$5,486	60 cents for 1908	7 1/2 %	\$71 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$10,000 \$100,000 \$300,000 }	\$178	\$1 1/2 for 1908	5 %	\$28 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ \$10,000 \$100,000 \$300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 117 1/2 s.
West Point Building Company, Limited	12,500	\$50	\$50	{ \$10,000 \$100,000 \$300,000 }	21,968	Interim of \$2 for account 1909	8 1/2 %	\$124 ex div.
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ \$10,000 \$100,000 \$300,000 }	Tls. 12,991	Tls. 1 for year ending 31.10.09	8 1/2 %	Tls. 131 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ \$10,000 \$100,000 \$300,000 }	\$9,553	50 cents for year ending 31.7.08	...	\$5 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$10,000 \$100,000 \$300,000 }	Tls. 8,372	Tls. 7 1/2 for year ending 31.9.08	...	Tls. 63
Lagu-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$10,000 \$100,000 \$300,000 }	Tls. 4,829	Tls. 4 for 1908	...	Tls. 80
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ \$10,000 \$100,000 \$300,000 }	Tls. 15,912	Tls. 5 for 1906	...	Tls. 400
<b>MISCELLANEOUS.</b>								
Bell's Asbestos & Earth Agency, Limited	8,604	12/6	12/6	{ \$10,000 \$100,000 \$300,000 }	\$48	15 % per share for 1908	10 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$10,000 \$100,000 \$300,000 }	Nil.	\$1.20 for 1908	...	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$61,138	50 cents for year ended 28.2.08	...	\$62 buyers
Do. special shares	50,000	\$1	\$1	{ \$10,000 \$100,000 \$300,000 }	\$3,407	80 cents for 1908	8 1/2 %	\$92 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$10,000 \$100,000 \$300,000 }	\$1,000	\$1.20 for year ending 31.7.09	8 1/2 %	\$16 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$10,000 \$100,000 \$300,000 }	\$1,891	Interim of 35 cents for account 1909	10 %	\$7.10 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$3,756	8 cents for year ending 31.12.08	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$5,000	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$10 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ \$10,000 \$100,000 \$300,000 }	\$5,195	Interim of \$2 for account 1909	10 1/2 %	\$175 sales
Hongkong Ice Company, Limited	5,000	\$25	\$10	{ \$10,000 \$100,000 \$300,000 }	\$7,616	Interim of \$1 for account 1909	8 1/2 %	\$124 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$20,000	Final of Tls. 1 1/2 and bonus of Tls. 7 1/2 for 1909	...	Tls. 1,010 sales
Maatschappij tot Nijl-, Bosch- en Landbouw, planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$10,000 \$100,000 \$300,000 }	Tls. 316,632	80 centon fully paid shares, and 8 cents on \$1 paid shares for year ending 30.4.09	6 1/2 %	\$134
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$1,304	None	3 1/2 %	\$140
Philippine Company, Limited	75,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	Pa. 18,610	None	...	\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$10,000 \$100,000 \$300,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 147 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$10,000 \$100,000 \$300,000 }	Dr. \$56,602	None	...	\$124 buyers
Sierra Laundry Company, Limited	20,000	\$25	\$5	{ \$10,000 \$100,000 \$300,000 }	\$172	40 cents for year ending 31.5.09	7 %	\$14
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$342	60 cents for year ending 31.11.08	5 1/2 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$10,000 \$100,000 \$300,000 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$124 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7
William Powell, Limited	15,000	\$7	\$7	{ \$10,000 \$100,000 \$300,000 }	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
<b>RUBBERS.</b>								
Allagar Rubber Estates	750,000	2/1	2/1	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3 buyers
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/1	2/1	{ \$10,000 \$100,000 \$300,000 }	none	Interim of 12 1/2 % for account 1909	...	1/3
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$7,400	45 % interim for 1909	...	1/3 buyers
Castlefield Rubber Estate, Limited	32,650	\$10	\$10	{ \$10,000 \$100,000 \$300,000 }	\$11,105	2/6 for 1909	...	1/3
Damansara (Selangor) Rubber Co.	110,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	\$2,120	None	...	1/3 ex div.
Gelondara Malay Rubber Co.	80,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Highland & Lowland Para Rubber Co. (fully paid)	181,454	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Kanunung (Perak) Rubber in & Co.	123,545	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	\$8,784	7 1/2 % 2nd interim for 1909	...	1/3 nominal
Do. do. A Shares	950,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Do. do. B Shares	135,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3 nominal
Kuala Lumpur Rubber Co., Limited	180,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3 nominal
Linggi Plantations, Limited (ordinary)	900,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	1,800	20 % for year ending 31.6.08	...	1/3 nominal
Do. do. (7% pref.)	10,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	Interim of 40 % = 9d. for account 1909	...	1/3 nominal
Ledbury Rubber Estates, Limited	6,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3 nominal
Do. do. (contributory)	40,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3 nominal
Sagga Rubber Company, Limited	20,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	\$20,000	Interim of 60 % for 1909	...	1/3 sales
Sandycroft Rubber Company	50,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Sekong Rubber Company, Limited	20,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Shelford Rubber Estate, Limited	65,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Sungei Chua Rubber Estate Company, Limited	45,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	none	None	...	1/3
Sungei Kapar Rubber Company	110,000	1/4	1/4	{ \$10,000 \$100,000 \$300,000 }	\$3,448	7 1/2 % interim for 1909	...	1/3

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## Intimations

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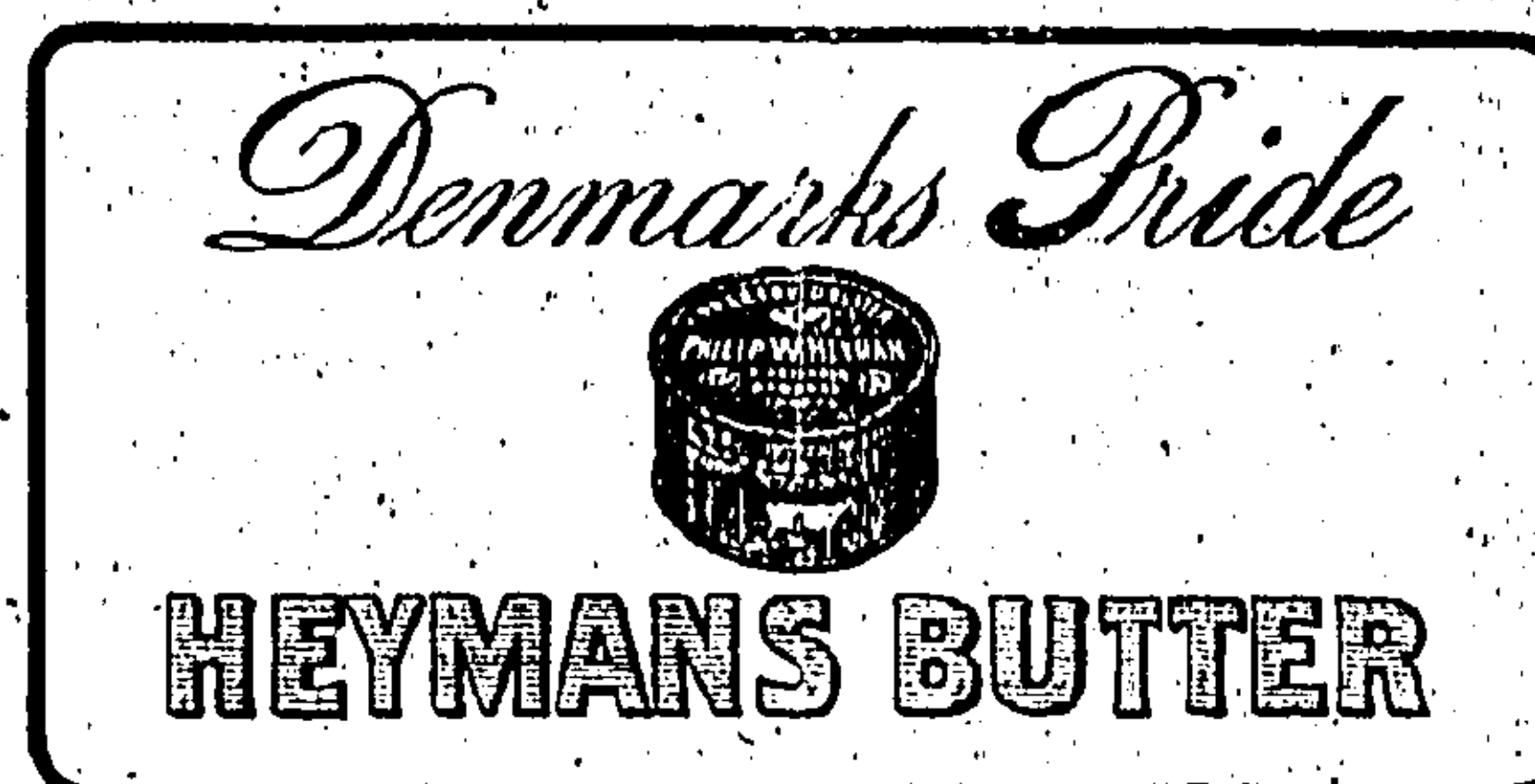
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49

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LIMITED.

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In Casks of 375 lbs. net \$5.50 per Cask  
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Hongkong, 11th August, 1909.

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Hongkong, 3rd January, 1910.

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